

INFORMATION REPORT

REPORT NO.

CD NO.

COUNTRY

East Germany

DATE DISTR. 3 June 1954

SUBJECT

Highway Freight Traffic in 1953

NO OF PAGES 2

25X1 PLACE
ACQUIRED

635394

NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

SUPPLEMENT TO
REPORT NO

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THIS IS UNEVALUATED INFORMATION

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Type of Goods	Short Distance Traffic by Nationalized Enterprises for Own Requirements	Long Distance Traffic by Nationalized Enterprises for Own Re- quirements	Total	in Percentage Figures
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(in 1,000 tons)

Coal and coke	13,545	7,815	22	5	21,387	15.3
Ore, metals, scrap	2,600	1,125	186	107	4,018	2.8
Fertilizers	1,569	594	70	59	2,292	1.6
Fuel	341	135	13.5	22	511.5	0.4
Construction materials and cement	12,790	20,245	61	53.8	33,149.8	23.3
Lumber	4,475	4,250	26.8	19.3	8,771.	6.1
Agricultural products	4,970	3,910	87	144	9,111	6.4
Livestock	461	452	3	6.8	922.8	0.7
Foodstuffs	14,520	8,300	234	460	23,514	15.9
Raw materials and finished products of textile and paper industries	2,690	819.3	117	121.5	3,747.3	2.6

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Piece goods, mixed cargo and mis- cellaneous goods	18,945	14,900	889	806	35,540	24.9
Total	76,906	62,545.3	1,709.3	1,804.4	142,965	100

25X1 [] comment. The differentiation between traffic carried on by nationalized enterprises on the one hand and by carrier firms on the other has been made because all carrier firms both private and nationalized, are centrally controlled by the Main Department of Motor Traffic while motor traffic carried on by nationalized enterprises for their own requirements is outside the control of this main administration.

25X1 [] . It appears that performance figures were intentionally exaggerated with a view to obtaining larger allocations of fuel, spare parts, tires etc. It is remarkable that the ratio between short-distance and long-distance traffic is 40:1. This reveals a tendency of East German planning to have long-distance hauls reserved almost exclusively to the East German railroads and inland shipping. It is remarkable that 15.4 percent of the goods shipped by road consisted of coke and coal, because these bulky goods are particularly suited for rail shipment. This uneconomical shipping of coal and coke by road tends to indicate an acute shortage of this commodity which possibly necessitated emergency operations.

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